

Appendix E

RECOMMENDED IMPROVEMENTS

Table E-1
State Highway 39/US Highway 26 Corridor Plan
Recommended Improvement Options by Segment/Time Frame

Imp. No.	Location	Milepost(s)	Deficiency		Recommended Improvement	Comments
			Description	Type ¹		
US HIGHWAY 26 Moreland Rd. – I-15 NB Ramps Mileposts 301.54 – 306.10						
Short-Range Improvements						
1	Lemhi Rd.	301.66	Westbound right-turn lane needed (ITD turn lane warrants met).	O	Construct westbound right-turn lane.	There is approximately 500’ between Lemhi Rd. and access road to County transfer station. This would provide adequate distance for right-turn lane plus taper.
2	Parks Rd./Porterville Rd. – Begin 4-Lane Divided	302.45 – 303.67	LOS does not meet ITD standard, inadequate passing opportunities.	L, O	Widen to four lanes with traversable median.	1. Existing and future LOS would improve to “A” in both directions. 2. Adequate ROW width. 3. Would require widening of Danskin Canal bridge (see Imp. No. 8 below).
3	Clark Rd.	302.88	Eastbound left-turn lane needed (ITD turn lane warrants met).	O	Construct eastbound left-turn lane.	Turn lane would still be needed with recommended four-lane widening between Parks Rd./Porterville Rd. and existing four-lane section (see Imp. No. 2 above).
4	Clark Rd.	302.88	Westbound left-turn lane needed (ITD turn lane warrants met).	O	Construct westbound left-turn lane.	See comment above for Imp. No 3.
5	Clark Rd.	302.88	Eastbound right-turn lane needed (ITD turn lane warrants met).	O	Construct eastbound right-turn lane.	See comment above for Imp. No. 3.
6	Clark Rd.	302.88	Westbound right-turn lane needed (ITD turn lane warrants met).	O	Construct westbound right-turn lane.	See comment above for Imp. No. 3.
7	Clark Rd.	302.88	Stop sign on northbound approach of Clark Rd. located far to right, so hard to see.	S	Relocate stop sign.	
8	Danskin Canal Br. (#13215)	303.38	Bridge width does not meet ITD standard.	G	Widen bridge.	
9	Bond Rd.	304.10	Eastbound right-turn lane needed (ITD turn lane warrants met).	O	Construct eastbound right-turn lane.	
10	Bond Rd.	304.10	Westbound right-turn lane needed (ITD turn lane warrants met).	O	Construct westbound right-turn lane.	
11	Bond Rd.	304.10	Centerlines on Bond Rd. approaches need restriping.	G	Restripe centerlines on approaches.	
12	Pioneer Rd.	304.24	Westbound right-turn lane needed (ITD turn lane warrants met).	O	Construct westbound right-turn lane with flare.	
13	Pioneer Rd.	304.24	Drivers ignore stop sign on eastbound approach of Pioneer Rd., yield only as needed.	S	1. Install and adequately maintain pavement markings and delineation on eastbound approach. At minimum, these should include: <ul style="list-style-type: none">CenterlineEdgelineStop bar - double width (24”)“Stop” pavement marking in advance of stop bar and stop sign 2. Install oversize stop sign.	1. Recommended improvements should be monitored for effectiveness. 2. Depending on effectiveness of recommended improvements, additional improvements may need to be considered.
14	W. Collins Siding Rd.	305.09	Eastbound right-turn lane needed (ITD turn lane warrants met).	O	Construct eastbound right-turn lane.	
15	W. Collins Siding Rd.	305.09	Northbound right-turn too sharp for trucks; in some cases, trucks must use portion of westbound left-turn lane to complete turn.	G	Realign south leg of intersection (W. Collins Siding Rd.)	Realignment would require: <ul style="list-style-type: none">Construction of new bridge over Trego Canal on W. Collins Siding Rd.Realignment of existing access roads to/from Non-Pareil and Basic American Foods immediately south of Trego Canal.

¹ L = Level of Service, G = Geometric, O = Traffic Operations, S = Safety, B = Bike, P = Pedestrian

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16	Groveland Rd.	305.27	1. Eastbound right-turn lane needed (ITD turn lane warrants met). 2. Intersection sight distance for northbound left-turn movement does not meet ITD standard due to trees near SE corner of intersection. 3. LOS does not meet ITD standard. 4. Southbound left-turns are difficult due to heavy volumes along US 26 in A.M. and P.M. peak hours.	O G L O	1. Close south leg of intersection. 2. Convert existing WB left-turn lane to refuge/acceleration lane for SB left-turning vehicles.	1. Closure of south leg of intersection would: <ul style="list-style-type: none">• Eliminate need for eastbound right-turn lane.• Allow existing WB left-turn lane to be converted to refuge/acceleration lane for SB left-turning vehicles, resulting in adequate level of service (LOS “B”) for both existing and future conditions.• Require alternate local access from Groveland Rd. to US 26 via W. Collins Siding Rd.• Increase need for realignment of south leg of US 26/W. Collins Rd. intersection (see Imp. No. 15 above) due to additional traffic volumes from Groveland Rd. 2. Adequate LOS would be maintained at US 26/W. Collins Siding Rd. (LOS “C”) because additional volumes from Groveland Rd. would be relatively low.
17	Groveland Rd.	305.27	Steam from potato plant on SE corner of intersection causes sight obstruction.	S	Provide advance warning along US 26 using Road Weather Information System (RWIS).	RWIS should be monitored for effectiveness. If ineffective, then other measures should be considered, such as recessed, reflectorized lane markers.
18	Trego Canal Br. (#13220)	305.38	Bridge width does not meet ITD standard (eastbound direction only).	G	Widen bridge.	Bridge widening would impact Trego Canal culvert and trees near SE corner of Groveland Rd.
19	Worthen Rd.	305.56	Westbound right-turn lane needed (ITD turn lane warrants met).	O	Construct westbound right-turn lane.	
<i>Long-Range Improvements</i>						
20	Moreland Rd. – Parks Rd./Porterville Rd.	301.54 - 302.45	LOS will not meet ITD standard, inadequate passing opportunities.	L, O	Widen to four lanes with traversable median.	1. Future LOS would improve to “A” in both directions. 2. Widening of Aberdeen Canal Bridge west of Moreland Rd. would be required for transition to/from 2-lanes.
21	Lemhi Rd.	301.66	Eastbound right-turn lane will be needed (ITD turn lane warrants met).	O	Construct eastbound right-turn lane.	Turn lane would still be needed with recommended four-lane widening between Moreland Rd. and Parks Rd./Porterville Rd. (see Imp. No. 20 above).
22	Parks Rd./Porterville Rd.	302.45	LOS will not meet ITD standard.	L	Relocate intersection approximately 500’ north/west of existing intersection and install median with adequate width to allow two-stage crossing maneuvers: <ul style="list-style-type: none">• Close existing Parks Rd./Porterville Rd. intersection.• Realign Parks Rd./Porterville Rd. at 90–degree angle with US 26 to north/west of existing intersection.• Install median with adequate width to allow two-stage crossing.• Provide local access connection to parcel in southwest quadrant of existing intersection.	1. Median improvement could be implemented as a part of Imp. No. 20 above. 2. Relocation of intersection recommended with median installation to correct skew of existing intersection (AASHTO recommends intersection angle of at least 60-degrees). 3. Property acquisition would be required. 4. Level of service would improve to LOS “C”. 5. Due to potential operational difficulties with widened median, this recommendation should be reassessed at time of actual need based on specific local conditions.
23	Clark Rd.	302.88	LOS will not meet ITD standard.	L	Install median with adequate width to allow two-stage crossing maneuvers.	1. Could be implemented as a part of Imp. No. 2 above. 2. Level of service would improve to LOS “C”. 3. Due to potential operational difficulties with widened median, this recommendation should be reassessed at time of actual need based on specific local conditions.

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24	Bond Rd.	304.10	LOS will not meet ITD standard.	L	Create new combined intersection between Bond Rd. and Pioneer Rd.: <ul style="list-style-type: none">Close existing Bond Rd. and Pioneer Rd. intersections.Construct connector road between Bond Rd. and Pioneer Rd. to north of US 26.Construct new road between connector road and Pioneer Rd., intersecting US 26 at 90-degree angle between existing Bond Rd. and Pioneer Rd. intersections.At new intersection, widen median to allow two-stage crossing maneuversProvide local access connections to parcels along Bond Rd. and Pioneer Rd. immediately adjacent to US 26.	1. Creation of new combined intersection recommended together with median installation to correct skew of existing intersections (AASHTO recommends intersection angle of at least 60-degrees). 2. Property acquisition would be required. 3. Level of service would improve to LOS “C” at new intersection. 4. Due to potential operational difficulties with widened median, this recommendation should be reassessed at time of actual need based on specific local conditions.
25	Pioneer Rd.	304.24	Eastbound right-turn lane will be needed (ITD turn lane warrants met).	O	Construct eastbound right-turn lane at new Bond Rd. – Pioneer Rd. intersection (see Imp. No. 24 above).	
26	Pioneer Rd.	304.24	Substandard roadway width on west leg of Pioneer Rd.	G	Widen road (if Imp. No. 24 above not implemented).	
27	Pioneer Rd.	304.24	LOS will not meet ITD standard.	L	See Imp. No. 24 above.	
28	W. Collins Siding Rd.	305.09	LOS will not meet ITD standard.	L	Install westbound acceleration lane in existing median area for vehicles turning left from W. Collins Siding Rd.	1. Level of service would improve to LOS “C”. 2. Local access adjustments would be required.
I-86B Pocatello Ave. (American Falls) – Idaho St. Mileposts 101.87 – 100.259						
<i>Short-Range Improvements</i>						
29	Hillcrest Ave.	101.41	Eastbound right-turn lane needed (ITD turn lane warrants met).	O	Construct eastbound right-turn lane.	Relocation of light pole would be required.
30	Hillcrest Ave.	101.41	Drivers ignore stop sign on northbound approach of Hillcrest Ave.	S	1. Install and adequately maintain pavement markings and delineation on northbound approach. At minimum, these should include: <ul style="list-style-type: none">CenterlineEdgelineStop bar - double width (24’)“Stop” pavement marking in advance of stop bar and stop sign 2. Install oversize stop sign.	1. Recommended improvements should be monitored for effectiveness. 2. Depending on effectiveness of recommended improvements, additional improvements may need to be considered.
31	Ft. Hall Ave./Marina Rd.	101.15	High accident intersection (HAL). Drivers ignore flasher and stop signs on northbound and southbound approaches of Ft. Hall Ave./Marina Rd. even though there are high truck volumes and 55-mph speed limit on bypass.	S	Install and adequately maintain pavement markings and delineation on northbound and southbound approaches. At minimum, these should include: <ul style="list-style-type: none">CenterlineEdgelineStop bar - double width (24’)“Stop” pavement marking in advance of stop bar and stop sign	1. Recommended improvements should be monitored for effectiveness. 2. Depending on effectiveness of recommended improvements, additional improvements may need to be considered.
32	Ft. Hall Ave./Marina Rd.	101.15	Conflicts between bicyclists, pedestrians and traffic on bypass.	B, P	Construct grade-separated bicycle/pedestrian crossing.	Alternative bicycle/pedestrian improvements such as signing, marking, lighting, flashers, median, etc. not recommended due to higher-speeds on bypass.

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33	Ft. Hall Ave./Marina Rd.	101.15	Westbound left-turn radius too small for trucks, so trucks cut across northbound approach of Ft. Hall Ave.	O	Widen receiving lane for Ft. Hall Ave.	
STATE HIGHWAY 39 – SEGMENT 1 Idaho St. (American Falls) – N. Pleasant Valley Rd. Mileposts 1.72 – 8.17						
<i>Short-Range Improvements</i>						
34	Idaho St.	1.72	Confusion of drivers turning onto westbound SH-39 from Idaho St. – should use inside lane on SH-39 for acceleration, but end up in outside lane with faster-moving traffic.	O	Extend delineation between acceleration lane and westbound through lane through intersection using 6” durable stripe with reflectors.	
35	Idaho St.	1.72	Lack of awareness of drivers in right-turn only lane of eastbound SH-39. These vehicles continue through intersection, causing confusion and potentially hazardous situation for drivers trying to turn onto SH-39 from Idaho St.	O	1. Provide additional advance warning using “skip” striping prior to start of eastbound right-turn only lane. 2. Install lane use sign.	
36	Lamb-Weston Rd. – S. Pleasant Valley Rd.	3.13 – 4.15	LOS does not meet ITD standard, inadequate passing opportunities.	L, O	Widen shoulders.	1. Cost of four-lane section would be difficult to justify due to marginal need for improvement. 2. Passing lanes not recommended because segment is too short for optimal passing lane length and passing opportunities already exist in areas where passing lanes are feasible. 3. Shoulder widening would be relatively low cost improvement compared to adding lanes and would be more consistent with size of problem. 4. Shoulder widths should be minimum of 10’ (preferably 12’).
37	Lamb Weston Rd. – North of Rast Rd.	3.13 – 5.52	Poor visibility and road surface conditions caused by blowing, drifting sand and snow.	O	1. Install roadside snow fence/barriers. 2. Implement Road Weather Information System (RWIS)	1. Snow fences could be structural (permanent or temporary) or living. 2. Portable fences have been successfully used by ITD at other locations (e.g., SH-37 between American Falls and Rockland). 3. RWIS would include roadside sensor station, integrated with dynamic message signs and other advance traveler information tools.
38	Lamb Weston Rd. – N. Pleasant Valley Rd.	3.13 – 8.17	Major traffic operations problems caused by slow-moving vehicles with farm equipment which: <ul style="list-style-type: none">• Frequently occupy part or all of opposing travel lane• Must travel at low speeds (15 – 18 mph)	O	Widen shoulders.	1. Shoulder widening would be relatively low cost improvement compared to adding lanes and would be more consistent with size of problem. 2. Shoulder widths should be minimum of 10’ (preferably 12’).
39	Lamb Weston Rd.	3.13	Major truck movement to/from Lamb Weston Rd. Curve too sharp for trucks turning onto eastbound SH-39, so they must cut corner across curb and sidewalk.	G	Remove curb and sidewalk, rebuild curve to larger radius.	Would require relocation of existing Lamb-Weston Rd./Fish Hatchery Rd. intersection to south.
40	Lamb Weston Rd.	3.13	Trucks merging onto southbound Lamb-Weston Rd. from eastbound SH-39 do not yield to traffic turning left from westbound SH-39.	O	Change intersection control so that eastbound right-turn does not stop and westbound left-turn movement is required to stop.	Southbound receiving lane of Lamb-Weston Rd. would be realigned to “T” into connector road from eastbound SH-39.
41	S. Pleasant Valley Rd.	4.15	Intersection sight distance for westbound left-turn movement does not meet ITD standard due to trees near NE corner of intersection.	G	Trim or remove trees.	
42	N. Pleasant Valley Rd.	8.17	Southbound right-turn lane needed (ITD turn lane warrants met).	O	Construct southbound right-turn lane.	

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STATE HIGHWAY 39 – SEGMENT 2 Sage Rd. – US 26 Mileposts 35.34 – 52.94						
Short-Range Improvements						
N/A	Sage Rd. – US 26	35.34 – 52.94	Alternate route(s) needed for trucks/through traffic to reduce conflicts with local traffic.	O	None.	Planning-level assessment of viability of potential alternate route(s), if any, will be included in SH-39 Phase 2 Corridor Study report.
43	Ferry Butte Rd.	37.64	Northbound right-turn lane needed (ITD turn lane warrants met).	O	Construct northbound right-turn lane.	
44	Sheeptrail Rd.	39.89	Substandard roadway width on west leg of Sheeptrail Rd.	G	Widen road.	
N/A	Willow Rd.	40.71	Substandard grade on southbound approach of Willow Rd.	G	None.	1. Lowering approach grade not feasible due to close proximity of railroad crossing on Willow Rd. (approx. 100’ north of SH-39). 2. Vertical or horizontal realignment of SH-39 not practical due to cost.
45	Willow Rd.	40.71	Substandard roadway width on south leg of Willow Rd.	G	Widen road.	
46	Liberty Rd.	42.34	Skewed intersection alignment makes it difficult for trucks to maneuver onto and off of SH-39.	G	Realign intersection: <ul style="list-style-type: none">• Close existing Liberty Rd./Ash Rd. intersection.• Realign Liberty Rd. at 90-degree angle with SH-39 to south of existing intersection.• Construct connector road between new SH-39/Liberty Rd. intersection and Ash Rd.• Provide local access connection to parcel in northwest quadrant of existing intersection.	Would require property acquisition.
47	Liberty Rd.	42.34	Southbound right-turn lane needed (ITD turn lane warrants met).	O	Construct southbound right-turn lane.	
48	Liberty Rd.	42.34	Need to regularly restripe minor road approaches.	G	Restripe minor road approaches.	ITD and County need to coordinate.
49	Rockford West Rd. – North of Hilltop Rd.	44.15 – 44.31	Congested, high accident segment (HAL), with substandard access conditions.	S	Modify local access connections: <ul style="list-style-type: none">• Eliminate direct access to SH-39 from commercial parcel on northeast corner of SH-39/Hilltop Rd. intersection; provide new access via Veljean Rd.• Close existing SH-39/Hilltop Rd. intersection.• Eliminate offset between east and west legs of SH-39/Rockford West Rd. intersection by realigning Rockford West Rd.• Close north access to SH-39 from parcel in southeast quadrant of SH-39/Rockford West Rd. intersection.	Jersey-type barrier could be used for access modifications.
51	Hoff Rd.	44.72	Southbound right-turn lane needed (ITD turn lane warrants met).	O	Construct southbound right-turn lane.	

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N/A	Hoff Rd.	44.72	Southbound acceleration lane needed on SH-39 to allow trucks turning right from eastbound Hoff Rd. to gain speed prior to merging onto SH-39 and to reduce spillage problem with beet trucks caused by change in grade between Hoff Rd. approach and superelevated curve on SH-39.	O	None.	Although there is significant eastbound right-turn truck volume (26 vph) during harvest season, acceleration lane not recommended because: <ul style="list-style-type: none">• No reported accidents for 2001 – 2003 related to trucks turning onto highway from Hoff Rd.• Multiple trucks observed turning onto highway from Hoff Rd. with no apparent problem.• No guarantee that beet spillage problem would be eliminated with acceleration lane. (This problem would be best addressed by reducing superelevation of curve on SH-39, but this improvement would be costly and result in significant impacts to property on south side of intersection.)
52	Private dwy. (150' east of Hoff Rd.)	44.75	Eastbound stopping sight distance and left-turn intersection sight distance for driveway do not meet ITD standards due to trees on south side of SH-39.	G	Remove trees.	
N/A	West of People's Canal – East of People's Canal	45.15 – 45.49	Vertical curve causes poor sight distance and makes hauling heavy, wide equipment difficult.	G	None.	Although stopping sight distance is marginal for driveways located at bottom of hill near People's Canal bridge, removal of vertical curve not recommended because: <ul style="list-style-type: none">• Cost of decreasing vertical curve would be relatively high (complete reconstruction of roadway within this section).• Cost is not justified by level of need.
53	East of People's Canal – West of Wilson Rd.	45.40 – 47.35	Poor visibility and road surface conditions caused by blowing, drifting snow.	O	1. Install roadside snow fence/barriers. 2. Implement Road Weather Information System (RWIS).	
54	Pine Rd.	46.95	Westbound right-turn lane needed (ITD turn lane warrants met).	O	Construct westbound right-turn lane.	
55	Snake R. High School Driveway	47.26	Westbound right-turn/deceleration lane needed.	O	Construct westbound right-turn lane.	Right-turn lane should extend far enough to east to also provide adequate deceleration distance for vehicles turning right into Snake R. Jr. High School driveway.
56	Wilson Rd.	47.45	Congested, high-accident intersection (HAL), with 22 bus routes from Snake R. High School and Snake R. Jr. High School passing through intersection at same time twice per day.	O, S	1. Install flasher. 2. Move convenience store driveway on SH-39 as far west as possible. 3. Partially close convenience store driveway on Wilson Rd. so that access is as far north of intersection as possible.	1. Recommended improvements should be monitored for effectiveness. 2. Depending on effectiveness of recommended improvements, additional improvements may need to be considered.
57	Taylor Rd.	48.45	Westbound left-turn lane needed (ITD turn lane warrants met).	O	Construct westbound left-turn lane.	
58	Taylor Rd.	48.45	Eastbound right-turn lane needed ((ITD turn lane warrants met).	O	Construct eastbound right-turn lane.	
59	Taylor Rd.	48.45	Westbound right-turn lane needed (ITD turn lane warrants met).	O	Construct westbound right-turn lane.	
60	Taylor Rd.	48.45	Poor sight distance from southbound approach of Taylor Rd. to west due to trees on northwest corner of intersection.	O	Trim trees.	
61	Moreland Rd. (Riverside)	49.07	Westbound right-turn lane needed (ITD turn lane warrants met).	O	Construct westbound right-turn lane.	
62	N/S 725 W. St. – S 675 W. St. (Riverside)	49.20 – 49.65	Lack of sidewalks.	P	Provide pedestrian facilities: <ul style="list-style-type: none">• Construct sidewalks for ¼ mi. in each direction from SH-39/Center St. intersection along both sides of SH-39 and Center St.• Install enhanced pedestrian crossing at SH-39/Center St., including painted crosswalk, median refuge area, flasher, and in-road lighting.	Sidewalks would connect: <ul style="list-style-type: none">• Commercial businesses along SH-39.• Riverside Elementary School and residences to south of SH-39 along Center St. to SH-39.• Church and residences to north of SH-39 along Center St. to SH-39.
63	Center St. (Riverside)	49.45	Westbound left-turn lane needed (ITD turn lane warrants met).	O	Construct westbound left-turn lane.	1. Striping only would be required (no widening). 2. Removal of parking would be required.
64	Center St. (Riverside)	49.45	Eastbound right-turn lane needed ((ITD turn lane warrants met).	O	Construct eastbound right-turn lane.	1. If done in conjunction with Imp. No. 63, this improvement would require minor widening within ROW on south side of SH-39. 2. Removal of parking would be required.
65	Clark Rd.	50.46	Westbound left-turn lane needed (ITD turn lane warrants met).	O	Construct westbound left-turn lane.	

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66	Clark Rd.	50.46	Eastbound right-turn lane needed (ITD turn lane warrants met).	O	Construct eastbound right-turn lane.	
67	Clark Rd.	50.46	Westbound right-turn lane needed ((ITD turn lane warrants met).	O	Construct westbound right-turn lane.	
68	Trego Rd.	50.94	Eastbound left-turn lane needed (ITD turn lane warrants met).	O	Construct eastbound left-turn lane.	
69	Trego Rd.	50.94	Westbound right-turn lane needed ((ITD turn lane warrants met).	O	Construct westbound right-turn lane.	
70	Thomas Rd.	51.39	Westbound left-turn lane needed (ITD turn lane warrants met).	O	Construct westbound left-turn lane.	
71	Thomas Rd.	51.39	Congested, high-accident intersection (HAL), with significant volume of traffic to/from Thomas Rd.	O, S	Construct eastbound right-turn lane in addition to westbound left-turn lane identified above (Imp. No. 70).	Construction of right-turn lane would impact culvert.
72	Bishop Dr.	51.80	Westbound right-turn lane needed ((ITD turn lane warrants met).	O	Construct westbound right-turn lane.	
73	Bishop Dr.	51.80	Westbound stopping sight distance and southbound left-turn intersection sight distance do not meet ITD standards due to trees on east side of intersection.	G	Trim trees.	
74	Bridge St.	52.69	LOS does not meet ITD standard.	L	With installation of signal at US 26/SH-39, monitor intersection to determine if improvement is still needed.	
75	Bridge St.	52.69	Eastbound right-turn lane needed (ITD turn lane warrants met).	O	Construct eastbound right-turn lane.	
76	Bridge St.	52.69	Westbound right-turn lane needed (ITD turn lane warrants met).	O	Construct westbound right-turn lane.	Approx. 500’ distance between Bridge St. and U.P.R.R. line. This would provide adequate distance for right-turn lane plus taper.
77	Bridge St.	52.69	Substandard roadway width on south leg of Bridge St.	G	Widen roadway.	Because need for this improvement is not significant, implement when feasible as part of larger future project (e.g., City of Blackfoot’s West Bridge St. project).
<i>Future Deficiencies</i>						
78	Main St. (Pingree)	38.14	Southbound left-turn lane will be needed (ITD turn lane warrants met).	O	Construct southbound left-turn lane.	
79	Sheeptrail Rd.	39.89	Northbound right-turn lane will be needed (ITD turn lane warrants met).	O	Construct northbound right-turn lane.	
80	Sheeptrail Rd.	39.89	Southbound right-turn lane will be needed (ITD turn lane warrants met).	O	Construct southbound right-turn lane.	
81	Sheeptrail Rd.	39.89	Substandard roadway width on east leg of Sheeptrail Rd.	G	Widen road.	
82	Willow Rd.	40.71	Northbound left-turn lane will be needed (ITD turn lane warrants met).	O	Construct northbound left-turn lane.	
82	Willow Rd.	40.71	Substandard roadway width on north leg of Willow Rd.	G	Widen road.	
N/A	Liberty Rd. – Pine Rd.	42.34 – 46.95	LOS will not meet ITD standard, inadequate passing opportunities.	L, O	None.	Cost of passing lanes would be difficult to justify due to marginal need for improvement: <ul style="list-style-type: none">• Future overall LOS is high “C” compared to LOS standard of “B”.• Only one of two LOS “C” criteria would be met (percent time-spent-following). LOS for second criteria (average travel speed) would be “B”.• Passing opportunities already exist in areas where passing lanes are feasible.
83	Liberty Rd.	42.34	LOS will not meet ITD standard.	L	Construct eastbound left-turn lane.	
84	Liberty Rd.	42.34	Northbound right-turn lane will be needed (ITD turn lane warrants met).	O	Construct northbound right-turn lane.	
85	Thomas Rd./Scott Rd.	43.60	Southbound right-turn lane will be needed (ITD turn lane warrants met).	O	Construct southbound right-turn lane.	
86	Center St. (Riverside)	49.45	Westbound right-turn lane will be needed (ITD turn lane warrants met).	O	Construct westbound right-turn lane.	

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87	Bridge St.	52.69	LOS will not meet ITD standard.	L	Install signal and northbound and southbound left-turn lanes.	1. Distance between SH-39 and W. Bridge St. bridge approach appears adequate for northbound left-turn lane (approx. 450'). 2. Although southbound left-turn lane not required for LOS, easier to construct with northbound left-turn lane and would improve intersection truck operations.